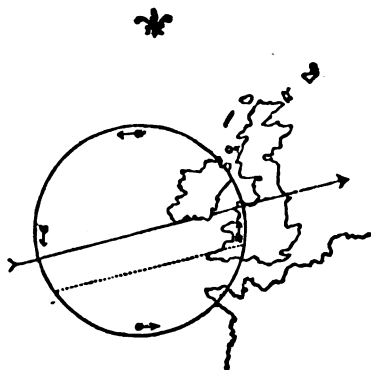


lence that of the 13th: at 7h. P.M. it was at its height, and had ceased before midnight. The changes of wind are not given,—they were probably from S.S.W. to W.N.W.

S. J.



*Storm of the 17th Nov. 1840.*

Time 3 P.M. commencement, wind south. In the north of Ireland the wind should have been from the south-east; at Liverpool from the S.S.E.; and the same on the south-east face of Ireland at the above hour.

In both cases the extent of the circle is only assumed for the sake of convenience.

#### LOSS OF THE FAIRY.

If there be any duty which falls to the lot of public journalists to perform, more painful, and yet no-less necessary, than most others, it is that of recording the loss of officers who were an ornament to their profession, along with their unfortunate companions; but painful as that duty must always be, it is alleviated in no small degree by the reflection, that although cut off in the midst of their career, they have fallen at their post, while forwarding the public service. Such has been the fate of the captain, officers, and crew of H.M. late surveying vessel *Fairy*. It was not long ago that in endeavouring to place the services of our naval officers employed in the laborious and trying duty of surveying before our readers in their proper light, we had to allude to Capt. Hewett, and his proceedings in the *Fairy*, in his survey of the North Sea; and we repeat the assertion we then made, that such a survey as he was charged with was altogether unprecedented, and unequalled, not only in its vast detail, and its vast importance; but the great degree of perseverance and labour required for its performance.

Having enjoyed the benefits of an excellent education at Christchurch, Capt. Hewett first went to sea with the late Admiral Rodd, when he commanded the *Indefatigable* in Nov. 1805; and remained in the same ship under her successive Captains Baker and Broughton during her service on the coast of France, in the Bay of Biscay. With the latter officer he went in her to China in 1811; and on his return home on being appointed to the *Cornwall*, Mr. Hewett accompanied him as midshipman. In 1813 he joined the *Inconstant* under the command of Capt. Sir Edward Tucker, and was present in her on the coast of Brazil. It was in this ship that he made several surveys, which so much pleased his captain, that he was presented by him with an acting order as lieutenant, dated in June 1814; and confirmed in the Sept. following in preference to several other passed midshipmen on board,

senior to himself. His care and attention to the scientific duties of his profession had procured him the charge of the chronometers on board the *Indefatigable*, but his survey of the harbour of Rio made at a time when the knowledge of it was rendered important by being kept from us by the Portuguese, obtained him considerable credit, and its accuracy, and the means by which he made it, (so closely were the ship's proceedings watched,) were a matter of astonishment to the jealous Portuguese government. The other surveys made on the coasts of Brazil were those of Pernambuco, now used by Her Majesty's ships; also St. Marcos Bay, Maranham, and the coast from Siara to Maranham.

These services recommended the subject of our memoir to the attention of the Admiralty, and he was named by Capt. Hurd for the command of Her Majesty surveying vessel *Protector*, to which he was appointed, on the 7th of March, 1818. He then commenced that series of valuable surveys which have left his name imperishably enrolled among those who stand prominently forward as the scientific ornaments of their profession.

One of the first duties of the *Protector* was to accompany Captain Kater to the Orkneys, when he was sent by the Royal Society of London, in conjunction with M. Biot, who had been previously sent by the Royal Institute of Paris, to make observations and experiments to determine the figure of the earth. The opportunity thus afforded of making some small plans of harbours in the Orkneys, was not lost by Lieut. Hewett.

From this period until the year 1830, in which interval Lieut. Hewett was made a Commander, the *Protector* was constantly employed in surveying the coasts of Norfolk, Lincoln, and Yorkshire, with their numerous outlying dangers, including the Humber, and the extensive and dangerous tract, called the Lynn and Boston Deep, besides various shoals, among which were the Gabbards, the Dudgeon, and the Leman and Ower, detached at a considerable distance from the shore, in addition to those lying contiguous to it, all of which have long since been published by the Admiralty. In addition to the responsible work of surveying, it will be seen by the following letter which we happen to have at hand, that another arising out of the experience which an officer so employed would necessarily obtain, was required from Lieut. Hewett. The letter is addressed to the Secretary of the Admiralty, and will afford an idea of that zeal for the benefit of navigation which characterized the late Capt. Hewett.

*H.M. Surveying Vessel, Protector,  
Deptford, Jan. 16th, 1826.*

SIR.—The Right Honorable the Lords Commissioners of the Admiralty having been pleased in their general orders for my guidance, while employed in the survey of the North Sea, to instruct me to the following effect, “and you will particularly direct your attention to the situation of the different lighthouses along the coast, with the view of ascertaining whether they are sufficiently distinct from each other, or could be placed in any more eligible situations.” In obedience thereto, I beg leave respectfully to advert to the northern entrance into Yarmouth roads, commonly called the Cockle Gatway; and which, whether regarded as a difficult navigation in the night time, and the consequent great

annual loss both of lives and property in its vicinity, or as the principal entrance into the only practicable anchorage for His Majesty's fleet between the River Humber and the Downs, is peculiarly worthy of their lordships best attention.

It is well known amongst those accustomed to navigate the eastern coast of England, that the Cockle Gatway is a constant barrier to vessels desirous of passing through Yarmouth Roads, should night overtake them before it is passed. Vessels from the southward have no difficulty in steering a course for, and passing over the Bar of the Stamford into Yarmouth Roads, from the assistance afforded by the Lowestoft Ness lights, and the Stamford light vessel, but after running through the Roads as far as the master's personal acquaintance may dictate, they *must* anchor until daylight enables them to pass further northward through the Cockle Gatway. To vessels thus bound, no further inconvenience is experienced than delay in their voyage, as Yarmouth Roads when once obtained, may (except in strong gales between east and south-east), be considered as affording a moderately safe anchorage.

Vessels from the northward are however differently circumstanced, they pass the Flamborough Head Light, and successively the Dudgeon Light Vessel, the Cromer Light, the Hasbrough Lights, and thence to abreast of the Winterton Light, and somewhere in the neighbourhood of the latter they must either anchor or lie to, as occasion may require, until daylight enables them to pass through the Cockle into Yarmouth Roads! for this Gatway cannot be taken in the night time without imminent risk, for the reasons I shall presently submit in describing it more particularly. But should these vessels be desirous of avoiding Yarmouth Roads, when abreast of the Hasbrough lights, they steer for the Newarp light vessel, situated at the northern extremity of the Newarp shoal, and so pass on the exterior of the Yarmouth dangers, or what is locally termed "at the back of the sands," and by which means they are enabled to prosecute their voyage without that loss of time inseparable from the before-mentioned route through Yarmouth Roads.

Having thus described the usual tracks of vessels passing along this portion of the eastern coast, and under the supposition that they have favourable winds and moderate weather, I must now bring them under those circumstances that so often prove fatal to them, in the disastrous space between Winterton Ness and Caistor Point; and this has particular reference to vessels coming from the northward, among which the accidents generally occur.

Such may find themselves in the exposed situation off the Winterton light in the night time, generally from one of the following causes, viz. 1st. Anchoring or lying to, with the favorable wind and moderate weather mentioned above, waiting for daylight. 2nd. Having attempted to pass out in the exterior of the Yarmouth dangers, and finding it impracticable, are obliged to return. 3rd. Foul winds.

The first case needing no particular explanation, I pass on to the second. It happens that in running through the *Would*, (which is the space comprehended between the Hasbrough sand and the Norfolk shore, but which the sand itself affords no shelter whatever to,) and with the wind between north and north-east, in getting to the southward, the wind is found to draw more round to the eastward, or upon the land. Should night be advancing, most vessels try hard to weather the Yarmouth Sands, before it closes upon them; but should the wind so veer round to the eastward, and a flood tide be unfortunately making up at the same time, the attempt is often frustrated, when no other alternative presents itself, but to tack and stand back into the *Would*, and wait for the daylight to take the Cockle, abiding the event of, perhaps, a long winter's night, which with the wind from this quarter, particularly after a long duration of westerly winds, frequently produces a heavy gale.

With respect to the third case; viz. foul winds, preference is generally given by most vessels to beating through the Cockle Gatway, and passing out of the St. Nicholas Gatway, rather than encounter a heavy sea without the Newarp and Cross Sand, with the chances of being driven off the land, or of anchoring in deep water when the tide turns leewardly; if night overtakes them, they

also must rendezvous in the exposed situation off Winterton, until daylight and a favorable tide facilitate their passage through the Cockle.

The North Sea is notorious for its winter gales, and these as regards both their suddenness and shifting, are occasionally of the most extraordinary description, and generally prove the leading causes of the destruction of vessels under Winterton. I beg leave to illustrate this by a very strong case in point.—On Sunday, October 13th, 1823, I was surveying the coast bank between Hasborough and Cromer, with a south-westerly wind, and which had prevailed for several weeks before. Towards evening I beat up to Winterton with the view of taking up a position for the operations of the ensuing day, when it suddenly fell calm, and compelled me to anchor within pistol shot of the beach, to prevent going on shore, it being also quite dark.

Nine merchant vessels had anchored from the same cause. Apprehensive of an easterly wind, everything was kept ready in this vessel for taking advantage of the first light air, and which was felt from the north-east, two hours after the south-westerly wind had subsided. The anchor was immediately weighed, and the vessel got on the larboard tack, which was no sooner done than from the sudden violence of the wind everything was 'let fly,' save the topsailsheets. To take the Cockle was quite impossible, although it was under the lee, and I was compelled to run over the Sea Heads, and the Newarp, and which from the precise knowledge I had of the best parts of those banks, and it being fortunately near high water at the time, was effected (under Providence,) with safety to his Majesty's vessel. Eight of the nine vessels were driven on shore, and part of the crew of one of them only were saved by Capt. Manby's apparatus; the ninth rode out till daylight, when she slipped, and ran through Yarmouth Roads.

On this occasion had the means existed of running through the Cockle Gateway in the night time, not one of the vessels alluded to need have suffered, the wind being perfectly fair; as it was, they preferred the chance of saving their lives on the beach, to the certainty of losing them on the detached banks, in the event of striking upon either of them in attempting the Cockle under existing circumstances.

The Ranger revenue cutter, was also lost, with all her crew in the same gale under Hasborough, as well as many other vessels, waiting to take the Cockle. The Protector was also reported as having swamped at her anchors, it being the opinion of the pilots and fishermen of the neighbourhood, upon finding her gone the following morning, that she could not have effected her escape from the position she was seen in under the circumstances, from which their lordships' will perceive that the pilots themselves are unable to take the Cockle in the night time.

The Cockle Gateway is difficult to navigate in the night time, for the following reasons.—The Cockle and Barber banks (which are connected with each other,) form the starboard side of the channel, and both of which are steep to, having from eight to twelve fathoms alongside them, the lead therefore does not give sufficient warning of approach.

There is beside a very awkward elbow projecting out from the middle of these banks, and which it would be very difficult to round, particularly with a tide running.

The larboard side of the Cockle Gateway is formed by the "Sea Heads," and the "Tongue of the Scroby," which, unlike the opposite side, can be approached by the lead, but must not be traced along on account of a deep bight called the "Barley Pighule," being formed between those two banks, and at the head of which there is no practicable outlet.

Many vessels are lost in this bight, the soundings in which are nearly the same as those in the fair-way of the Cockle, consequently calculated to mislead. They heedlessly run along the edge of the sea heads by the lead, under the impression that they are going into Yarmouth Roads and leaving the tongue of the Scroby on the larboard hand, instead of which they are actually in the in the Barley Pighule, and do not discover their mistake until they suddenly strike the ground.

An attempt to steer a mid-channel course would be attended with danger from the uncertain effect of the stream of tide upon the ship's course, the flood setting strong upon the Scroby, and the ebb stronger and more directly upon the Barber.

Having thus described the leading causes of the many dreadful shipwrecks on the Winterton shore, and adjacent banks, viz. the impracticability of taking the Cockle Gatway in the night, and the consequent necessity of hovering about Winterton until daylight, then caught with violent and sudden gales in that position, I now beg leave to submit to their lordships, the means by which such disasters may be obviated in future, with reference to that portion of their lordships instructions, quoted in the early part of this letter.

About one mile and a half to the northward of Winterton lighthouse, there is a slight projection of the land, called Winterton Ness, on which are two small lighthouses nearly east and west of each other, or in a direction nearly perpendicular to the coast line. When they were erected, or for *what* purpose, I have never been enabled to inform myself of on the coast, nor from my many years' experience in navigating it to discover their use.

When brought in one with each other, they lead to no channel, nor to clear any banks, but are lighted up as useless beacons upon the coast, and answer so far, as I can discover no other purpose, than facilitating the loss of vessels, for it is become quite a rule to run down abreast of these lanterns, in order to heave to for daylight, whereas, did they not exist, it is more than probable that vessels would heave to much more to the northward, and consequently would be so much more to windward in the event of a gale springing up.

But, should it be deemed necessary to run so far as Winterton, the bearings of that light, as also of the Newarp light vessel answer equally as well to show the proximity to the Yarmouth Banks.

If I may be permitted to hazard a conjecture, I should suppose the two small lighthouses to have been erected previously to any others in the neighbourhood, and that they formerly served to shew the approach to the Yarmouth sands, now rendered useless by the existence of the Winterton lighthouse and the Newarp light vessel.

Their transit bearings also may have served to direct vessels partially through the Hasborough Gatway, now totally eclipsed by the admirable lights at Hasborough, and which are more appropriately placed for leading through that passage. I have learnt that they are the property of Lord Braybrooke, and that his lordship receives £500 per annum for keeping them up.

Were these lights extinguished in their present position, and two others exhibited in lieu thereof upon the North Danes of Yarmouth, where many appropriate sites exist; not only would the present annual destruction of lives and property in the fatal neighbourhood of Winterton be obviated, but vessels would also be able to prosecute their voyages in the night time, as well as by daylight, by passing through the roads, and over the Stamford Bar, except such as draw too much water for the latter, and they would at least obtain comparative safety.

Lighthouses built upon a very moderate scale would answer every purpose required: the lights also need not be exhibited to more than four points of the compass, viz., two on either side of the fair-way line of the Cockle, nor of a brilliancy to render them visible at a greater distance than five or six miles, so that, beyond the original expense of erection, none other would be incurred, as the annual one would be covered, (if I am rightly informed) by the sum at present appropriated to the Winterton Ness lights.

The number of wrecks that at low water exhibit their remains, are melancholy proofs of the necessity of the navigation of the Cockle being facilitated by the means I have now humbly submitted for their lordships consideration; and I feel assured that Lloyd's books could fully shew losses of one year only, which would cover the expenses of the necessary lighthouses.

On 13th October, 1823, as referred to in the body of this letter, the property lost on that one occasion was probably many times greater than the means of prevention would have cost.

Having concluded, Sir, my observations on this important point, I trust their lordships will pardon any apparent digression from the subject I have professed to address you (for their information) upon; being anxious to convey to them a just idea of the present state of this navigation, and of things connected with it, as they exist, in order to further their lordships benevolent designs of improving its condition, and for which purpose the vessel I have the honor to command is fitted out.

I have the honor to be,

Your obedient servant.

WILLIAM HEWETT.

The lights off Winterton, remain we believe still, and whether Lient. Hewett was right or not in his opinion of them, we believe it will be admitted that his suggestions in lighting the Cockle Gateway were followed by the Trinity House.

Most assuredly duties such as these are legitimately demanded from our surveyers, whose experience on the very places under consideration, especially enable them to form correct opinions on buoying those dangers which fall under examination, and on the most eligible positions for lighthouses to guide the seaman clear of them. But from being nearly always in immediate communication with the Admiralty, as well as holding so responsible a position as that of surveying the north sea, Captain Hewett in the course of his service was referred to to decide on the merits of various nautical inventions, among the first of which was an attempt at a Marine Artificial Horizon, by the late Capt. Phillips, the inventor of the capstan so highly prized in our men-of-war. The horizon like many others before and after it, proved a complete failure, but the experiments which Capt. Hewett made with it, were the occasion of a very serious fit of illness, produced by the effects of the great quantity of mercury, which Capt. Phillips employed. Indeed, the inventor himself suffered considerably, and the death of the master of the Protector whose constitution was already weakened by service, it has been stated, was accelerated by it. Among the instruments of this nature which successively fell under Capt. Hewett's trial, were those of Capt. Rickett's, Mr. David Rowland's, and Lieut. Becher's; all of which were reported on to the Admiralty; and we may take this opportunity of bearing testimony to the general impartiality and ability, with which those reports were drawn up. Another invention reported on by Capt. Hewett was, that of Dr. Smyth of New York, a few years ago, who affirmed with the most tenacious perseverance that he possessed a remedy for preserving the compasses of ships from that annoyance to seamen called "local attraction." It is true that a correction for the disturbing influence of the ships iron, is now found amongst the rationale of our careful seamen, to whom this is no longer a danger; but it still remains unheeded by the many, and throws its baneful effects into the balance of evils which lead them from their course. However, the doctor's recipe was declared null and void by Capt. Hewett, even before embarking, and experience proved it so, shewing that the best of all ways to cure an evil of this incurable order is, to let it alone, but after finding it out, to make due allowance for it.

Perhaps, we are not far wrong in saying, that Captain Hewett rendered an essential service to the Compass Committee, whose opera-

tions we have recently noticed in this journal, by his experiments and suggestions on the several trial compasses submitted to his care. His report on them, after the various alterations and trials which they underwent on board the *Fairy*, confirmed the views of the committee, and established the form of the different component parts, as well as the ultimate construction of that, which, we believe, will hereafter be supplied to the British Navy.

But, we have departed from the thread of Captain Hewett's surveying services, having left him as commander in the *Protector*. It was in 1832, that the coasts of England which more immediately fell in his way, being sufficiently examined and published, that his grand work of the North Sea survey was commenced. It would be difficult to give our readers a clear view of the immense labour which this work required. The breadth of the North Sea from the coast of Suffolk, to that of Holland, in a direction due east, which is the most important part of it, is about a hundred miles. Let our readers imagine as many circles of about seven miles in diameter as would reach across, (amounting to fourteen,) to be all filled up with soundings, at about half a cable's length from each other. These circles would represent the horizon of a small vessel the *Fairy's* tender anchored in the centre, around which it was the business of the *Fairy* to sail, sounding in every possible direction, so as to leave no space unexplored by the lead. Now the part already so explored, consisted of about eighty-five miles of latitude, and about 190 minutes of longitude, or about 118 miles of actual distance, being about 10,030 square miles of space. Taking off about one-fourth of this for the land, we shall have 7,423 square miles to be sounded over, so that to cover this area would require about one thousand circles, and as each of these circles contained a track on an average of about 150 miles, or three good days work, the distance sailed over would amount to 150,000 miles. The rate of sailing was about four knots, and a sounding obtained at intervals, varying from three to five minutes. Assuming them at five, there would be about three soundings in a mile, and, therefore, 150 soundings in a day, or 450 soundings in a circle, and the whole amount for the circles would be 450,000, the results of which were all noted, and the arming of the lead each time preserved and numbered for immediate reference. This is of course a rough calculation, but it will serve to convey an idea of the nature of that work, which is left by Captain Hewett as an imperishable memorial of his labours for the interests of navigation, in a part of the world, which is continually traversed by many thousands of tons of the shipping of all nations.

The *Protector* was soon found unequal to the task of keeping the sea for this work, and her place was taken by the *Fairy*, which vessel was commissioned by Commander Hewett, in the month of December, 1831. The northern limits of the chart selected for publication is, lat.  $52^{\circ} 10'$ . It would take us far beyond our limits to go into the question of the foundation of this chart, in point of its general scientific principles, but we may briefly observe, that so rigorously exact were the observations of Capt. Hewett, made even afloat in his vessel, that they enabled him to point out an error in the length of one of the sides of a triangle, in the survey of Holland by General Krayenhoff. The flat nature of that country

leaving the different steeples of the churches visible to a considerable distance at sea, so facilitated his observations, that he pointed out the exact number of feet to which this error amounted, and which on a formal investigation were found to be quite true.

In January, 1837, Commander Hewett obtained his rank as Post Captain, continuing to pursue with his wonted zeal his valuable researches. In the course of the last summer an opportunity presented itself of determining an important question in the theory of the tides of the North Sea.

Professor Whewell, with whose researches in the subject of the tides our readers are no doubt acquainted, with that profundity of reasoning which his knowledge of the subject enabled him to exercise, came to the conclusion, with respect to the tides of the North Sea, that there must be a certain place in this sea at which there would be no rise and fall, but a gradual gyration of the water. It was not until last summer, that in carrying her sounding operations across the North Sea, the *Fairy* was near this place under circumstances of weather and time, (that of the equinox,) that enabled her captain to make the necessary observations to confirm, or refute this theory. To make observations on the rise and fall of the tide at sea, with so much delicacy as to set this question at rest, was a matter which required the tact of the man of science, with the experience of the seaman. But the difficulties of making them were overcome, and although not in the precise position pointed out by Mr. Whewell, the observations were made, and amply confirmed the opinion of the learned professor. In another number, we shall take an opportunity of laying before our readers the method adopted by Captain Hewett, to determine this question, as it may be a useful hint to others hereafter.

The eighth year's produce of North Sea operations had been just obtained, and the *Fairy* was on the point of returning to her usual winter quarters at Woolwich, when her presence was called to Yarmouth, to enable her captain to inspect an invention of Captain Manby, for clearing away the bars of harbours and rivers, and report his opinion on its efficiency to the Admiralty. Indeed, the time for the *Fairy* to leave her surveying ground was already come, and the time necessary for visiting Yarmouth being so short, every thing had been embarked for the voyage to Woolwich, which it was expected would take place within two days from her departure. The sequel, involves an event already known to most of our readers, and which, unhappily leaves many widowed mothers and orphan children to deplore their loss, and to encounter unprotected the vicissitudes of the world.

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Capt. Hall, ever active in doing good, has employed his able pen in an address to the public, through the *Hampshire Telegraph*, on the part of Mrs. Hewett, and with the view of seconding him in his good design we transfer it as it stands to our pages.

*Portsmouth, 8th of Jan. 1841.*

SIR.—I have been requested to solicit the advantage of your columns, to circulate a knowledge of the distressing case of the widow of the late Capt. Hewett, who was lost in the *Fairy*, surveying vessel, in the great gale of the 13th of November last: and I feel confident, that the



friendly feeling you bear to the service, will prompt you to render your powerful aid in so good a cause.

Were the case an ordinary one, I might have hesitated to intrude it upon public attention, however deeply I might have been interested in the parties; for I hold that appeals of this nature should never be made on light grounds. Unhappily, there is nothing uncommon in the widow of a gallant and highly meritorious naval officer being left with eight children, almost entirely unprovided for; but it is seldom that an instance occurs which has such strong claims on the public favour as the present.

That an officer who has devoted his whole life to the execution of his professional duties, and has at last perished in their actual performance, is well entitled to our respect no one will deny, nor that his destitute widow and orphans are objects of our compassion. Still, unless he shall have performed either some brilliant, or some useful public service, his family can claim little more than our sympathy, and must be left to the care of those to whom they are nearest and dearest, aided by the casual assistance of others, whose generous natures judge of such matters by their own intrinsic distress.

The case of Mrs. Hewett, however, and her eight delicate children, (three of whom are at this trying moment very ill), stands on such very different grounds, that I cannot doubt, when the services of her late husband become generally known, she will be promptly and effectually relieved by the public.

When an officer distinguishes himself in battle, the country are never slow to acknowledge their sense of obligation to him, and to reward him for augmenting the national renown. Or, if he should fall in action, sound policy inclines them to provide for his family. But there are other services fully as beneficial to the country, and as essential to the advancement of its true glory, as those which figure in the gazette; and which, therefore, are no less justly entitled to the public favor. Of these, the silent, unseen, protracted, often perilous, and always arduous labours, of the maritime surveyor are entitled, on many grounds, to a high place in our esteem. There are perhaps no exertions of any of her Majesty's servants, which produce more decidedly practical benefits to the community—none, of which the good is more substantial at the moment, or more permanently useful in its character—none of which the results are more readily available in practice—nor any labours which require, at every stage of their progress, more skill, knowledge, patience, perseverance, and, above all, good faith and genuine public spirit, than the works of the hydrographer. This will be understood, when it is recollected that in the course of almost every other branch of public service, occasional inaccuracies or neglects may occur, without essentially vitiating the result. "Success," said Lord Nelson speaking of war, "hides a multitude of blunders." But this will not apply to surveying—for no eventual gloss or pretension, no elegance of execution of the maps, will make up for the smallest antecedent blunder in the details. Accordingly, a conscientious surveyor, like Hewett, makes it a sacred duty to superintend every cast of the lead, to verify every compass bearing by his own eye, to regulate, and employ his chronometers with his own hands, and to observe the celes-

tial bodies with instruments, the merits of which he has himself proved. Finally—out of an immense mass of carefully accumulated materials, scientifically reduced, he has to lay down his charts, that is, to adapt his work to the common use, not only of his own trading countrymen, but of the maritime world at large.

It will scarcely be asked, what is the use of all this minute care? or in what way are the public concerned in it? or why should they owe so large a measure of gratitude to this particular officer, as to be called upon to assist his widow and orphans? I shall, however, now show what have been the extent and the nature of his public services, of which their very great utility depends entirely upon the zeal and fidelity with which they were carried on. The character of the surveyor, indeed, is the only guarantee we can have for the correctness of such a work, and it is upon this well established reputation that any claims of his family can rest.

I pass over Captain Hewett's surveys of Rio de Janeiro, Pernambuco, and other distant places, because, though admirable in their way, and very useful to those who trade with those nations, they are less calculated to make an impression on your readers, and in point of fact, are less extensively useful than his labours nearer home. In all the wide circuit of waters navigated by British ships, there is, I believe, no region more sailed over than what is called the North Sea, lying between the East Coasts of Great Britain, and the continent, nor any with which it is of more importance to the mariner to be well acquainted. It is thickly strewn over with dangerous shoals, many of them out of sight of land; some lying directly in the fair-way of navigation, and others far to the right and left of it, but not the less dangerous on that account to vessels driven out of their course by stress of weather.

In 1818, Captain Hewett\* commenced the gigantic task of surveying this immense net-work of shoals, and he followed it up with a minuteness and exactness heretofore unequalled in this or any other country. In the process of this most useful undertaking, numerous dangerous banks were for the first time examined, and their places correctly ascertained; others, which had no existence but in the fears of fishermen and traders, were swept off our charts. All the passages among the shoals were carefully sounded, and rendered available by means of intelligible sailing directions,—innumerable buoys were laid down, and lighthouses erected along the coast, to guide the mariner by day and by night; and I have just learned that the Trinity-house have borne honourable and substantial testimony to the value of Captain Hewett's suggestions on these points, and to the singular clearness and seaman-like precision of all his operations, by awarding 200*l.* to his widow.

In the midst of this career of public usefulness, Capt. Hewett was suddenly cut off, and the great work which he had almost completed, most unfortunately interrupted. And here it may be interesting to

\* Captain Hall is here alluding to the commencement of Captain Hewett's survey of the *shores* of the North Sea, that of the sea itself having been undertaken as we have stated afterwards, and for which, unhappily, no sailing directions were ever compiled by him.—Ed.

pause a moment, to consider how different the positions are in which an officer in command of a ship may be placed. There is not in the world a more glorious situation, or one upon which the country at large looks with greater admiration than that of a captain leading his ship into action—it may be to death—it must be to honor! On the other hand, what stretch of imagination can reach, or sympathy embrace the anguish and horror of a commanding officer in the situation of Capt. Hewett in the gale when the poor *Fairy* foundered! All the skill and fortitude which had availed him so often in rescuing his crew from perils, he now sees to be utterly useless: wave after wave beats over the devoted ship, tearing the masts away, and washing all his gallant companions overboard: finally, the swamped vessel, completely overwhelmed, sinks under his feet!

May we not well suppose that along with his last mortal agonies, and the deep sorrow at being thus wrenched away from the world, in the prime of life, he might yet feel supported by the reflection—that, as he had always done his duty by his country, and contributed materially, by his individual exertion, to its interests,—his country would not now desert those whom he could no longer assist—and that, though no human hand could dry his widow's tears, it might still make "her heart to sing for joy," by rendering the office of "a father to the fatherless."

As, however, it forms, comparatively, an inconsiderable part of my present object to work on the feelings of your readers, I shall not pursue this subject further, nor intrude unnecessarily on the sacred privacy of the desolate widow's grief, except to state, that her eldest son, a midshipman, and her brother, the master of the ship, perished along with her husband in the *Fairy*.

It is enough, I hope, for me to state in conclusion, which I do upon the best authority, that her means, even with the highest pension which the rules of the state allow, must prove totally inadequate to maintain her in the position which, as an officer's wife, she has hitherto been accustomed to enjoy. Neither can Mrs. Hewett, unless assisted by the public, hope to bring up her children as they would have been brought up had their father's life been preserved to them and to his country. Let it be recollected also, that although this appeal is made in part to the generous sympathies of the public, it is not less directed to their sense of justice. For, if it be true, as I pledge myself it is, that Capt. Hewett has rendered very important and permanently useful professional services to the nation, without his ever having had either time or the means of laying up any provision for his family, they are certainly well entitled to protection, and to the heartiest assistance we can render them. It is gratifying to be able to communicate, that two gentlemen have already come forward to assist Mrs. Hewett, one with the offer of a cadetship, and the other with a presentation to Christ's Hospital, for her sons.

Subscriptions for Mrs. Hewett will be received by Captain Beaufort, Hydrographer's Office, Admiralty; by Captain Drew, of the Trinity House; Thomas Lawrence, Esq., Post Office; and the London and Westminster Bank, Waterloo-place, and Lothbury, London.—Also, by

Lieutenant Cook, R.N., Addiscombe; and I shall be happy to receive and transmit to the Committee of Gentlemen acting on behalf of the widow, any subscription which may be forwarded to me at Portsmouth.

I have the honor to be,

BASIL HALL, *Captain, R.N.*

P.S.—9th Jan. I copy the following paragraph from a Circular which has not been published:—Subscriptions will be thankfully received at the bank of Messrs. Drummond, Charing Cross; of Messrs. Williams, Deacon, and Labouchere, Birchin Lane; of Messrs. Martin, Stone, and Stone, 68, Lombard Street; also by Robert Miller, Esq., Blackheath Park; Thomas Lawrence, Esq., General Post Office; Captain Drew, Trinity House; John Walker, Esq., Hydrographer, India House; Major Robe, R.E., Tower; Thomas Chapman, Esq., Lloyd's; George Babb, Esq., Great Grimsby, Lincolnshire; Captain Basil Hall, R.N., Portsmouth; and Lieutenant Cook, R.N. of Addiscombe College, or at 32, Sackville Street; from whom any further information may be obtained.

The Earl of Galloway, Colonel Connelly, Commander R.M., Woolwich, and Charles Brodrick, Esq., have very kindly consented to their names being given as trustees, for payment into the Bank of England, on account of Messrs. Hewett, of such sums as shall be reported to them by the above Bankers, on or before the 1st of May next, to be payable on her account. Remittances before the 1st of May, to the said Bankers, should be made "To the Trustees, in behalf of the Widow of the late Capt. Hewett, R.N."

At Woolwich the following Memorial was circulated by Captain Hornby, the naval commander-in-chief.

It being ascertained beyond a doubt that Her Majesty's ship *Fairy*, was lost off the coast of Suffolk, on the morning of the 13th of November last, and that every person on board perished.

This Memorial is presented to a generous public, to draw their attention to the unfortunate circumstances in which this awful calamity has placed the poor widows and orphans of the seamen and marines composing her crew.

It appears from the Ship's Books, that out of a crew of forty-five then on board, eighteen have left wives and children, who being now deprived of their natural support, this appeal is made in their behalf.

Any contribution, however small, will be of importance, when there are so many who need relief, and will be received by Mr. Breaks, at the Senior Officer's Office, in the Dock-yard, who has kindly consented to take the office of Treasurer, on this occasion.

The following are the names of persons lost in the *Fairy*, in behalf of whose widows and orphans the above was circulated.

William Hewett, captain, widow and eight children\*

\* All have been placed on the Compassionate Fund with an allowance of 16*l.* per annum, and Mrs. Hewett has been awarded a pension of 100*l.*

Richard Stevens, acting-master, single.

Frederick Chapple, assistant-surgeon, single.

Henry Johnson, clerk, (purser on half-pay,) leaves a widow and nine children.\*

C. B. Adam, midshipman.

William Hewett, vol. 1st class, son of Captain Hewett.

George T. Gregory, clerk's-assistant and assistant-surveyor, leaves a widow and one child.†

Alexander Kennedy, boatswain, leaves a widow and five children.

John Dodridge, act.-carpenter, leaves a widow and one child.

Thomas Hornby, sergeant of marines, leaves a widow and two children.

Richard Morris, corporal of marines, leaves a widow and one child.

James Davey, ship's cook, leaves a widow and eight children.

Thomas Potts, s.m.m. leaves a widow and two children.

Richard Middlemiss, leaves a widow and one child.

John Bowen, leaves a widow and two children.

Edward Morris, c.m., wife on board.

Leave widows,—William Reile, Stephen McWicker, Henry Clarke, Henry Johnson, William Lambert, and William Ekins.

Single,—Thomas Westwood, q.m., George Harwood, c.m.t., Thomas Fleming, c.f.t., William Johnson, a.b., Henry Davies, David Bowen, John Thomas. James Partington, private marines, Thomas Gottes, and Samuel Rich.

William Nixon, Edmund Whitehead, R. I. Arnold, Joseph Hartley, John Westwood, John Worthy, Matthew Muir, George Granger, Isaac Britt, George Bloomfield, Edward Munday, and John Davy, boy.

*Names of the Tender's crew, in company with the Fairy the evening before she was lost.*

Frederick A. Cudlip, lieutenant.

Moses Hunt, gunner's-mate.

George Sladden, Henry J. Connelly, George Cochrane, Edward Webb, William Crone, Amos Cole, and James Greenwood.

[We must now exert our humble efforts, in an appeal to our own readers in behalf of the widows with their orphan children, enumerated in the foregoing list. It has been the lot of the Editor of this Journal to serve very lately on board the Fairy, and he can testify from personal knowledge, as to the many well-behaved, deserving, and excellent men, who have unhappily perished with their worthy leader, and have left their wives and children to the care of the nation at large. Those who know any thing of the Naval service, are fully

\* Five have been placed on the Compassionate Fund with an allowance of 10*l.* per annum, leaving four *unprovided for* in any way; the widow has been granted a pension of 45*l.*—it is a case of great distress.

† This is a case of peculiar hardship. Mr. Gregory was following the business of an artist, and residing with his wife and only son at Plymouth, realizing about 200*l.* a year, which he left to join the Fairy. Having the rating of Clerk's-assistant only in that vessel, his widow is not only not entitled to a pension, but is excluded from the benefit of the Compassionate Fund, which is applicable to the children of commissioned and warrant gunroom officers. Thus she is left *entirely unprovided for*! Admiral Sir Charles Adam has most kindly given her a presentation to Greenwich for her son, and she would gladly take any situation adapted to her condition in life.

aware that, the allotment out of a seaman's pay is at best but a small pittance, in his absence to support a wife and family,—but when that is suspended, when the husband returns no more as usual to those who are looking anxiously for him; when his presence, which sweetened their portion in life, which gladdened their hearts, and which brought with it contentment with their lot,—when this sacred charm is suddenly cut off, then hard indeed, is the fate of those bereft of such a blessing. They mourn over their loss, they mourn, for what this world cannot restore; but in the midst even of their grief, they are awakened to a sense of their real condition, by the bitter pangs of want,—destitute and forlorn they find themselves cast as strangers among us. Happily for them their case has been already taken up, and a partial attention to their condition, has served to avert immediate want; but, we would ask, and we hope that we shall not in vain ask for the assistance of our own subscribers, in finishing the good work of charity.

As there were grounds for believing that the Fairy might possibly have run for refuge to a port of Norway, the Salamander, Commander Henry, was directed to proceed to Flekkerøe, Stavanger, and Bergen, as noticed in our last, but returned without any tidings of her.

Before concluding, we may yet add, that the following is the last intelligence of the unfortunate vessel.

The Fairy is stated to have been seen by a fisherman,\* before one A.M., on the morning of the 13th of November, under her topsails, courses, jib, foretopmast staysail and driver, her courses hauled up, but not furled, off Thorpness, just outside the Sizewell Bank, a moderate breeze and moonlight night.

The Fairy is also reported to have been seen between Lowestoft and Southwold, on the morning of the 13th, standing to the eastward on the starboard tack, under close reefed topsails,—and it is stated that a North Country brig saw her upset and go down, about four miles from land.

A fisherman named Benjamin Butcher, states, that at eleven A.M. on the morning of the 13th, being in his boat, about about five miles from Kessingland Church, this bearing about W.N.W., he passed close to a great number of papers, also a lug sail belonging to a gig, which appeared to have been but a short time in the water, but was unable to pick it up from the state of the sea.

A small box of papers, a triangular piece of board, the stand of an instrument, and the lid of a chart box, with the Fairy's name on it, the other things identified as her's also were picked up on the beach, on the coast of Suffolk, in the month of December.

A grating asserted to have belonged to the Fairy, and a spare oar were picked up on the 14th at 3 P.M., on the edge of the Brown Bank, by the Ebenezer fishing smack, south-east about thirty miles from Lowestoft.

At the time the Fairy might be supposed to have got underway, about midnight off Orford, the weather becoming threatening with a heavy sea from the south-east, it would have been the last quarter flood, and she would probably be set to the northward with the first of the ebb. The weather being so bad as to preclude all possibility of doing anything

\* William Major, of Southwold.

at Yarmouth, or even of obtaining shelter there, it seems likely that the *Fairy* would be keeping her wind for Harwich when the event occurred, and the articles picked up, as also the rest of the evidence concerning her, afford strong presumption that her wreck is not far from the coast about Southwold. The grating and oar picked up on 14th, might have been drifted out to the offing, as it appears the wind shifted to the south-west, and remained so all that day.

The following advertisement we perceive has been published by the Admiralty, and distributed along the coast.

**£50 REWARD.**—Whereas, her Majesty's surveying vessel *Fairy*, commanded by Captain William Hewett, sailed from Harwich on the 12th of November last, and is believed to have been lost in the severe gale of the following morning, at a short distance from the coast of Suffolk.

My Lords Commissioners of the Admiralty, do hereby offer a **REWARD of FIFTY POUNDS** to any person or persons, who shall, within six months from this date discover, and first give notice to the Secretary of the Admiralty, of the situation in which her wreck lies, to be paid as soon as their lordships are satisfied by proper examination as to its identity.

*By Command of their Lordships,*

**JOHN BARROW.**

*Admiralty, January, 1841.*

#### DESTRUCTION OF MERCHANTMEN.

**SIR.**—Revolting to humanity and every principle of justice, as every honest man must consider the act of conspiring, wilfully and fraudulently, to destroy one's own ship, and incredible as may appear the execution of so vile a project, yet as plots of this deep die have sometimes been proved to exist, the welfare of society, as well as the interests of commerce require, that when offences of this flagitious character do occur, they ought to be thoroughly sifted and investigated; so that they may be brought fairly to light, and thus give a timely check to future mischiefs of the like nature, and kill the crocodile in the egg.

Without referring more particularly to the recent affairs of the *Dryad* and *Isabel*, which I hope may be properly dealt with; I will just observe that the intentional destruction of ships at sea, heinous as it is, is not a very new offence. I may mention, as a proof of this assertion, that some thirty years ago, an outward bound brig was scuttled off Brighton by the mate, by order of the captain; the mate, a youth of eighteen or twenty years of age, being told, on his promotion by the captain, that "if he acted to his (the captain's) satisfaction, *that was sufficient.*" As the thing happened within few miles of land, at break of day in the summer season, and within view of a fashionable beach, assistance was soon rendered, and the vessel run ashore; in which situation, when the tide ebbed, the augur-holes in *the run*, by which the deed was effected, were discovered high and dry.

This business of boring the bottom, as it took place on our own coast, was of course adjudicated at home. The case, from its singularity and enormity, made a great noise at the time, and though it happened so